

CITY OF BELLEVUE  
CITY COUNCIL

Summary Minutes of Extended Study Session

June 11, 2001  
6:00 p.m.

Council Conference Room  
Bellevue, Washington

PRESENT: Mayor Mosher, Deputy Mayor Marshall, Councilmembers Creighton, Davidson, Degginger, Lee, and Noble

ABSENT: None.

1. Executive Session

Deputy Mayor Marshall opened the meeting at 6:01 p.m. and announced recess to executive session for approximately 35 minutes to discuss one item of potential litigation and one item relating to labor negotiations.

The study session reconvened at 7:08 p.m. with Mayor Mosher presiding. He noted the Council discussed an item of pending litigation in addition to those mentioned earlier by Mrs. Marshall.

2. Oral Communications

- (a) Susan Black, speaking also on behalf of her husband Claude, described two letters to City staff regarding drainage issues in her neighborhood. She displayed photographs of an open drainage ditch next to her property. Residents recently cleaned out the ditch in preparation for the installation of a pipe by the City. Mrs. Black said dirt has been added to the berm to prevent water from reaching nearby homes. She said her house is approximately 20 years old. She noted that homes in the area have French drains that were installed when the homes were built. Mr. and Mrs. Black are concerned about the property under construction above them, the drainage ditch, and the slopes of the area.

Mayor Mosher indicated that staff will respond to her correspondence. Councilmember Degginger said he lives just a few houses away from the Blacks. He spoke with Mike Brennan, who visited the area on Friday, to discuss residents' concerns. Mr. Degginger said a project to be initiated in July will place a pipe in the ditch in an attempt to resolve drainage problems. He thanked Mrs. Black for bringing the situation to his attention.

- (b) Barbara Gorman and her sister, Beverly, live near the drainage ditch and the Blacks. She said they have never been able to use their backyard due to soggy conditions. Recently, new construction was completed uphill from their home. Since that time, any major rains have resulted in water flows through her yard. Ms. Gorman said she has been told that the new pipe will be placed two to three feet above the ditch. She inquired whether the owners of the new home up the hill are being asked to do anything about their groundwater runoff.
- (c) Joe Stenoien and his wife, Melissa, live near the Blacks and the Gormans. Mr. Stenoien said his backyard has been very wet and squishy since the new home was built uphill from his property. Mr. Stenoien said there appears to be a lack of coordination between Buildings and Utilities regarding drainage requirements and access to the pipe. He said he has not received clear communication regarding what the City plans to do, the timing of those plans, and the impacts to residents.

In response to Councilmember Lee, Planning and Community Development Director Matt Terry said installation of the pipe is planned for July and the size of the pipe is yet to be determined. Deputy Mayor Marshall asked staff to meet with these residents to explain the City's plans for resolving the drainage problems.

### 3. Study Session

#### (a) Council New Initiatives

City Manager Steve Sarkozy noted the memorandum on page 3-1 of the Council packet regarding Councilmember Lee's interest in reviewing the City's Sign Code enforcement philosophy. Mayor Mosher noted Council consensus to address this issue during a future study session.

- ➡ Deputy Mayor Marshall moved to appoint Alaric Bien and Eric Palo to the Library Board to serve four-year terms expiring on May 31, 2005, and Mr. Noble seconded the motion.
- ➡ The motion to appoint Alaric Bien and Eric Palo to the Library Board carried by a vote of 7-0.
- ➡ Deputy Mayor Marshall moved to appoint Jane Archer to the Parks and Community Services Board, and Mr. Noble seconded the motion.
- ➡ The motion to appoint Jane Archer to the Parks Board carried by a vote of 7-0.
- ➡ Mr. Noble moved to appoint Jim Young to the Transportation Commission, and Mrs. Marshall seconded the motion.
- ➡ The motion to appoint Jim Young to the Transportation Commission carried by a vote of 7-0.

- (b) Resolution No. 6554 relating to the Municipal Employees Benefit Trust (MEBT), approving and adopting the 12<sup>th</sup> Amendment to the City of Bellevue Employees' Retirement Benefit Plan and the 2<sup>nd</sup> Amendment to the City of Bellevue Employees' Survivor and Disability (S&D) Benefits Plan

Mr. Sarkozy requested Council consideration of two amendments to the Municipal Employees Benefit Trust (MEBT) Plan relating to the demutualization of Standard Insurance Company, provider of survivor and disability insurance.

Ed Oberg, Deputy City Manager and MEBT Board Chair, reviewed the establishment of the MEBT Plan in 1972. The two primary components of MEBT are the Survivor and Disability Benefits Plan and the Retirement Benefit Plan. In 1999, the Bellevue MEBT Plan received \$2.8 million when Standard changed from a mutually owned company to a publicly traded company. This change in the form of ownership is known as demutualization.

Mr. Oberg said the current provisions of the Internal Revenue Code do not allow demutualization proceeds to be distributed as investment earnings. Therefore, the MEBT Board recommends distribution of the proceeds directly to MEBT participants, based on employer account balances when Standard Insurance went public. The proposed amendment to the Retirement Benefit Plan will define compensation so that the demutualization distribution is not considered compensation, which would require employer/employee matching contributions. The amendment to the Survivor and Disability Benefits Plan authorizes the distribution of demutualization proceeds.

- ➡ Mrs. Marshall moved to approve Resolution No. 6554, and Mr. Degginger seconded the motion.
- ➡ The motion to approve Resolution No. 6554 carried by a vote of 7-0.

(c) Developmental Assets Survey Results

Mr. Sarkozy introduced a discussion of the 2000 "Profiles of Student Life: Attitudes and Behaviors" developmental asset survey conducted by the City and the Bellevue School District. Parks and Community Services Director Patrick Foran introduced Vicky Murray, BSD Assistant Superintendent; Lauren Waudé, Newport High School student; and Terry Smith, the City's Recreation and Special Services Manager.

Mr. Smith provided a presentation on the "It's About Time for Kids" program and the 2000 survey. The program began in 1995 as a City Council initiative. Community leaders worked with the Parks Department to review national models for working with youth and developing community initiatives. The group selected Search Institute's developmental asset model, which emphasizes positive attributes and community participation. In 1996, a survey of 7<sup>th</sup>, 9<sup>th</sup>, and 11<sup>th</sup> graders was conducted and "It's About Time for Kids" was launched in 1997 as a community initiative. Recently, in the fall of 2000, a second survey of 7<sup>th</sup>, 9<sup>th</sup>, and 11<sup>th</sup> graders was conducted.

Mr. Smith reviewed developmental asset activities and accomplishments:

- Implemented requirement for asset outcome reporting on Human Services grant requests from organizations serving youth.
- Established Bellevue's 24-Hour Relay Challenge, which is now in its third year.
- Facilitated community and school asset training.
- Integrated assets into program curriculums for day camps (Bellevue Boys and Girls Club, YMCA, and City of Bellevue).
- Incorporated "State of the Youth" address into Youth Link's Youth Involvement Conference.
- Established Community Leadership Awards' Asset Builder Award.
- Developed marketing initiatives including "Standup Kids" life-size displays and "Making Time" newsletter.

Ms. Murray discussed the developmental asset model and the results of the 2000 survey. In general, the assets relate to how much support youths/students experience, how much they feel empowered to manage their own lives, how they constructively use their time, commitment to learning, positive values, social competencies, and a positive identity. Based on national data, a higher level of assets within a community translates to a lower incidence of high-risk behaviors by youth. Higher asset levels also lead to a higher number of students positively engaged in their community and school.

Ms. Murray said the purpose of the 2000 survey was to provide the community with a youth perspective, evaluate youth in schools and the community, and increase community awareness. She noted that all students in grades 6-12 were surveyed regarding selected health/asset items. The "Profiles of Student Life: Attitudes and Behaviors" survey was given to 7<sup>th</sup>, 9<sup>th</sup>, and 11<sup>th</sup> graders. As suggested by the Search Institute, survey results are analyzed in terms of patterns of the findings rather than focusing on just one year's findings. The reported number of assets increased slightly in 2000 compared to 1996 survey results. Bellevue youth meet or exceed national reported asset levels in 33 of the 40 assets. Further, the younger the youth surveyed, the greater the number of assets they reported. Bellevue youth exceed the national average for positive peer influence, time at home, bonding to school, restraint, cultural competence, and resistance skills. A majority (67%) of Bellevue youth feel supported by their families. However, youth were less positive about family communication and boundaries. Fewer youth report parental involvement in schooling, with 7<sup>th</sup> graders reporting a 10 percent decrease in this asset, and fewer youth report they are engaged in school.

Continuing with the survey results, Ms. Murray said females report having "values" assets such as caring, honesty, and responsibility 13 to 21 percent more than male youth. In terms of behavior, reported tobacco use decreased from 9 percent in 1996 to 5 percent in 2000. There was a 21 percent decrease in the number of youth reporting they are home alone two or more hours per day and a 23 percent decrease in exposure to TV and videos. Ms. Murray said 7<sup>th</sup> graders typically demonstrate higher levels of developmental assets among all grade levels surveyed. Youth report that their sense of safety is up 5 percent overall, and 7<sup>th</sup> graders report a 6 percent increase in valuing diversity.

Mr. Smith reviewed the following next steps:

1. Project coordinators would like to meet with community groups to review the survey's initial findings.
2. Host a community summit in October to review survey findings, identify one or two assets as community priorities, and identify projects to build these assets.
3. Conduct youth focus groups next fall and winter with students, Bellevue Youth Council, and youth organizations.
4. Develop ongoing reports to City Council and School Board to provide information about developmental assets projects and report on community process outcomes.

Ms. Waudé, an 11<sup>th</sup> grade student and member of the Bellevue Youth Council, shared her experiences to demonstrate the importance of developmental assets. When she was in 7<sup>th</sup> grade, her father was clinically depressed and attempted suicide. Ms. Waudé felt fortunate that her science teacher, Mr. Bailey, was able to give her the attention she needed to help her get through this traumatic event. This showed her that school was a place where she could trust people to care about her, which motivated her to be more active and do well in school. Ms. Waudé joined Youth Link in 7<sup>th</sup> grade, which provided an additional outlet for working with adult role models and caring for others. When Ms. Waudé was in 10<sup>th</sup> grade, her father committed suicide. Once again a supportive teacher, Mrs. Roland, gave her needed attention and helped her keep up with her homework. At the suggestion of Mrs. Roland, Ms. Waudé now speaks to health classes about clinical depression and her experiences. She credits her teachers, mother and brother, Bellevue Youth Council, and Youth Link for giving her strength and helping her to make good choices.

Deputy Mayor Marshall thanked Ms. Waudé for her bravery in sharing her story. In terms of developmental assets, Mrs. Marshall said church youth groups are also an important community asset. She noted that as King County reduces its human services funding, it will potentially have significant impacts on the community. She feels it is important for the Council to keep youth developmental assets at the top of its priority list. Mrs. Marshall invited the public to volunteer as adult mentors through VIBES, a Bellevue School District program.

Mr. Noble was distressed at the low percentages of youth, nationally and in Bellevue, reporting positive family communication, a caring school climate, and parental involvement in school. He noted the survey results raise a number of questions. He recommended organizing youth focus groups soon to address these results and the issues they reflect.

Mr. Lee discussed his longtime commitment to youth programs. He is disappointed that 11<sup>th</sup> graders report lower asset levels than 7<sup>th</sup> graders. He suggested conducting the next survey in two years and feels there is a need to further explore what the program and community can do better.

Mr. Degginger noted that one of the pleasures of serving on the Council is to see all of the impressive young people and youth programs in the community. He said his son and 1,100 other Bellevue residents attend school in the Issaquah School District. He suggested involving these students in the developmental asset-building process. In response to Mr. Degginger, Mr. Smith

said the results of neighboring communities such as Mercer Island, the Lake Washington School District, and Seattle are consistent with Bellevue's survey results.

Mayor Mosher suggested publishing an article in *It's Your City* about developmental assets and the "It's About Time for Kids" initiative. He would like to see more intergenerational activities for children and adults, particularly senior citizens. He feels it would be valuable for Councilmembers and staff to speak to students about how the City functions as well as youth programs and services. He noted the positive difference youths have made in the community through Youth Link and the Youth Council.

(d) Update on TransLake (SR 520) project and I-405 and I-90 Activities

Kim Becklund, Transportation Regional Policy Manager, opened the discussion and introduced Jeff Peacock from Parametrix, lead consultant on the TransLake project.

Bernard van de Kamp, Transportation Regional Projects Manager, said the TransLake Executive Committee will select multimodal alternatives on June 27 for EIS (environmental impact statement) analysis. Staff will provide a recommendation to Council on June 25.

Mr. van de Kamp described expected conditions on SR 520 in 2020 under the following scenarios:

No Action

Increase of 14,300 vehicles (13%) compared to today for a total of 121,300 vehicles. Total of 183,200 person trips, with 22,800 trips on transit. Preserving the corridor as it is today would require replacing the bridge at an estimated cost of \$1.3 billion, not including mitigation costs.

Add HOV lane in each direction for a total of six lanes

Increase of 22,400 vehicles (21%) for a total of 129,400 vehicles. This alternative would accommodate 200,700 person trips, which represents a 39% increase over today's figures. Estimated cost is \$3.1 billion, not including mitigation costs.

Add General Purpose and HOV lane in each direction for a total of eight lanes

Increase of 67,100 vehicle trips (63%) for a total of 174,100 vehicle trips. This alternative would accommodate 261,200 person trips, an 81% increase over today's figures. Estimated cost is \$6.1 billion, not including mitigation costs. This alternative shows the best transportation performance.

Turning to high-capacity transit, Mr. van de Kamp said the no action alternative is expected to result in a large (172%) increase in transit use. He said it has been difficult to draw conclusions about whether high-capacity transit would be most beneficial on SR 520 or I-90. Both alternatives appear to produce similar ridership levels. The SR 520 transit option provides poor access to Downtown Bellevue. Placing high-capacity transit on I-90 would require conversion of

the center roadway, which would decrease the roadway capacity. Ms. Becklund noted that one alternative considered for SR 520 involves tunneling through Clyde Hill to provide direct access to Downtown Bellevue. Mr. van de Kamp said environmental sensitivity will be an issue whether SR 520 or I-90 is selected for high-capacity transit. Estimates for constructing a lid to mitigate neighborhood impacts range from \$500 million to \$2.7 billion.

Mr. Peacock introduced additional members of the project team: Les Rubstello, Washington State Department of Transportation Project Manager; Tom Hamstra; John Perlic, who is leading the traffic analysis; and Amy Grotefendt of EnviroIssues, who is leading public outreach activities. Mr. Peacock announced upcoming open house functions on June 14 at St. Luke's Lutheran Church and on June 21 at North Bellevue Senior Center.

Mr. Peacock described the measurement of person throughput on both the SR 520 and I-90 corridors. He displayed graphs depicting the projected number of daily person trips on both corridors for each of the eight TransLake alternatives under consideration. He noted that Alternatives 4, 6, and 8 carry the most people. Under the six-lane alternatives for SR 520, I-90 would function as the dominant corridor and allow more general purpose growth. With the eight-lane alternatives, SR 520 becomes the dominant travel corridor.

Mr. Peacock then discussed graphs depicting projected vehicle traffic volumes for I-90 and SR 520 with the eight TransLake project alternatives. He noted that vehicle trips will continue to increase even with high-capacity transit. He discussed mode share and transit ridership projections for the eight alternatives. He said high-quality transit service is needed on both the SR 520 and I-90 corridors.

In response to Councilmember Noble, Mr. Peacock explained that BRT (Bus Rapid Transit using bus-only lanes) performs better in the 20-year forecast than a fixed rail system because of its flexibility. There would be physical barriers between these and other lanes to give drivers the confidence to maintain posted speed limits, even if adjacent lanes are slowing down. Mr. Peacock said increased use of HOV lanes will likely result in BRT lanes reaching capacity beyond the 20-year horizon. In this case, fixed rail systems would allow capacity increases by adding more trains.

Summarizing high-capacity transit ridership across Lake Washington, Mr. Peacock said there is little difference between expected ridership on SR 520 and I-90 and little difference in ridership between a fixed guideway alternative and BRT. Depending on the alternative chosen, trips shift between I-90 and SR 520. Mr. Peacock said the analysis assumes that the I-90 project could accommodate adding fixed guideway transit to the center roadway while allowing HOV lanes on the outside. Since this alternative is meeting opposition and scrutiny from the Federal Highway Administration, Mr. Peacock is working to analyze additional options.

Mrs. Marshall noted that there is a significant difference between I-90 and SR 520 in terms of how the introduction of high-capacity transit would affect general purpose capacity. For SR 520, an HCT lane could be built. If the preferred alternative for I-90 is not approved, the addition of HCT would displace current general purpose capacity.

Mr. Lee questioned the effectiveness of intelligent transportation systems (ITS) to improve transit reliability. Mr. Peacock said ITS would not provide a significant benefit considering the traffic volumes on both corridors.

Continuing with the study's conclusions, Mr. Peacock said BRT appears highly effective for the SR 520 corridor. However, it may require major new investments in downtown Seattle and the University District and has limited growth capacity.

Mr. Lee observed that while transit use is expected to grow, the overall number of trips does not increase significantly over 20 years under any of the alternatives. He feels it is a difficult dilemma that essentially comes down to a decision about how much to spend for roads versus the extent to which transit should be expanded.

Mrs. Marshall feels that balancing the capacities of I-90 and SR 520 would alleviate traffic volumes on local streets. She said it is important to think about future generations in choosing a desired solution.

Mr. Peacock said the alternatives range in cost from \$4 billion to nearly \$9 billion, which represents the total investment on both I-90 and SR 520 for high-capacity transit and roadway expansion. A high-capacity transit rail system would be a longer system (14 miles from Redmond to downtown Seattle) than building a roadway/adding capacity to the SR 520 corridor. Mr. Peacock noted that mitigation and enhancement costs are not included in these estimates.

Mrs. Marshall thanked Mr. Peacock for his work with the TransLake Committee.

Ms. Becklund said I-90 will be the first project in terms of phasing major corridor improvements. Opening up the center lanes by adding HOV lanes on each side will provide future capacity for high-capacity transit. Without that option the region will be forced to look at improvements to SR 520 only, which will change the way the community grows. The Sound Transit Board is scheduled to take action on the I-90 project in July.

Turning to I-405, Ms. Becklund said the Executive Committee is expected to select a preferred alternative in August. She said a concern for Bellevue is how the addition of two general purpose lanes through Bellevue would affect access to and from downtown Bellevue. Recently updated estimates indicate greater employment and residential growth in the downtown than originally anticipated. Final EIS (environmental impact statement) analysis will be completed this fall and winter.

At 9:18 p.m., Mayor Mosher declared a five-minute break. The study session resumed at 9:23 p.m.

- (e) Cascade Water Alliance Agreement with Puget Sound Energy to pursue Lake Tapps Water Right

Utilities Director Lloyd Warren introduced Michael Gagliardo, General Manager of Cascade Water Alliance (CWA). Mr. Warren described CWA's efforts to enter into an agreement with



Puget Sound Energy regarding the development of a water supply at Lake Tapps. Cascade Water Alliance, of which Bellevue is a member, has been focused on providing a long-term water supply for its members. This effort has two elements: 1) obtain a long-term contract with Seattle for a fixed block of water from their current supplies, and 2) acquire access to new supplies to meet future needs of existing and new CWA members. Mr. Warren noted that Councilmember Degginger is a CWA Board Member and Dr. Davidson is the alternate.

Mr. Lee questioned how the proposed agreement with Puget Sound Energy fits into Bellevue's relationship with Seattle and regional water supply interests. Mr. Degginger said negotiations are ongoing to: 1) provide a base block of water for use by CWA member cities for the next 60 years, and 2) develop new water supply resources to accommodate expected growth. Mr. Degginger said it is rare for new supply sources to become available. He commented on the importance of accommodating both the needs of people and fish. Lake Tapps provides a long-term water supply as well as the flexibility to route the water to where it is most needed.

Mr. Warren said the cost of developing Lake Tapps as a water supply would be partially paid by growth. He said the cost of expanding the water system to meet future growth demands is very similar whether a city is purchasing water from Seattle or as a member of CWA. He said the issue is essentially what governance structure is preferred by Bellevue and other cities.

Mr. Degginger feels it is prudent for CWA to develop Lake Tapps as a future water supply.

In response to Mr. Lee, Mr. Gagliardo said growth projections include an analysis of population forecasts and the effect of water conservation programs. He said the contract now being negotiated with Seattle will supply water for CWA and its members through 2020.

Deputy Mayor Marshall thanked Mayor Mosher and Councilmembers Davidson and Degginger for their work with CWA and water issues.

- ☉ Mrs. Marshall moved to provide Councilmember Degginger (or Davidson) the authority to support Cascade Water Alliance's agreement with Puget Sound Energy to develop Lake Tapps as a water supply. Mr. Creighton seconded the motion.

Mr. Degginger feels it would be helpful to have someone from Puget Sound Energy speak to the Council regarding the agreement. Mr. Warren agreed to arrange this.

Dr. Davidson is supportive of Bellevue's involvement with the Cascade Water Alliance and its strategy to develop new water supplies.

Mayor Mosher noted the region will come to a point around 2020 when Seattle will not be able to provide adequate water to meet expected growth. He said it is important for CWA to have its own water sources in order to have a voice in regional water issues.

- ☉ The motion to provide Councilmember Degginger (or Davidson) the authority to support Cascade Water Alliance's agreement with Puget Sound Energy to develop Lake Tapps as a water supply carried by a vote of 7-0.

At 9:43 p.m., Mayor Mosher declared the meeting adjourned.

Myrna L. Basich  
City Clerk

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